Established February,

Vol. XL No. 6650.

Leadenhall Street.

boutne and Sydney.

POBD & Co.

AGENTS FOR THE CHINA MALL.

LONDON :- F. ALGAR, 11 & 12, Clement's

Lane, Lombard Street, E. C. GEORGE

STREET & Co., 30, Cornhill. GORDON & GOTOB, Ludgate Circus, E.C. BATES HENDY & Co., 37, Walbrook, E.C.

SAMURI DELCON & Co., 150 & 154,

PARIS AND EUROPE :- GALLIEN &

PRINCE, 38, Rue Lafayetic, Paris.

NEW YORK :- ANDREW WIND, 21, Park

AUSTRALIA, TASMANIA, AND NEW

SAN FRANCISCO and American Ports

SINGAPORE, STRAITS, &c.:—SAYLE &

CHINA: Macao, Mesers A. A. DE MELLO

ZEALAND: GORDON & GOTCH, Mel-

generally: -Bran & Black, San Fran-

Co., Equare, Singapore. C. Heinszen & Co., Manila.

& Co. Swatow, QUELCH & Co.

Amoy, WILSON, NICHOLLS & Co.

Foochow, HEDGE & Co. Shanghai,

LANE, URAWYORD & Co., and Kelly

& WAISH. Yokohama, LANE, CRAW-

號五十月—十年四十八百八千一英

HONGKONG, SATURDAY, NOVEMBER 15, 1884.

For Sale.

SALD. FOR

BATS—Single and Double STRUNG, with CORK, CANE, or CYDAR

'The Champion, 'The Grip,'

J. MELVILLE MATSON, Manager.

## Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

RESERVE FOR EQUALIZATION \ 8 400,000 of Dividends,..... RESERVE LIABILITY OF PRO-

COURT OF DIRECTORS. Chairman-A. P. McEwen, Esq. Deputy Chairman-Hon. F. D. Sassoon. C. D. BOTTOMERY, M. GROTB, ERQ. H. Hoppius, Esq. H. L. DALRYMPLE, Hon. W. KESWICK. A. Molvee, Esq. W. H. Fores, Esq. M. E. Sassoon, Esq.

CHIEF MANAGER. Hongkong ...... THOMAS JICKSON, Eaq. Manager. Shanghai,......Ewen Cameron, Esq. LONDON BANKERS .- London and County

HONGKONG. INTEREST ALLOWED. N Current Deposit Account at the rate of 2 per cent. per annum on the daily

balance. For Fixed Deposits:-For 3 months, 3 per cent, per annum. 4 per cent. II 5 per cent. 'n n

LOCAL BILLS DISCOUNTED. Credits granted on approved Securities, and every description of Banking and Exchange business transacted. Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan. T. JACKSON,

Chief Manager. Hongkong, August 25, 1884.

NOTICE.

TO ULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10

2.—The Assets of the Hongkong and Shanghai Banking Corporation will form a direct security for the repayment of sums deposited in the above

3.—Suma less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$1,500 in any one year. 4.—Deposits may be on behalf of relations, of trusts, &c., in addition to the deposi-

tor's own account. 5.—Persons desirous of saving sums less than a dollar may do so by affixing clean ten-cent stamps to a form to be obtained at the Bank or at the Post Office. When the form is presented

with ten clean stamps the depositor will be credited one dollar. 6.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

-Deposits may be forwarded from the Ports by means of clean Hongkong Postage Stamps of any values. 8.—Interest at the rate of 31 per cent. per annum will be allowed to depositors on

their daily balances. 9.—Each Depositor will be supplied gratis. with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

10.—Covers containing Pass-Books, Registered Letters containing Stamps or other Remittances, and generally, correspondence as to the business of the Bank will, if marked On Hongkong Savings' Bunk Business, be forwarded free of Postage or Registration Fees by the various British Post Offices in Hongkong and China.

11. - Withdrawals may be made on demand. but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book

12.-All documents connected with the business of the Savings' Bank are exempt from stamp duty.

> For the HONGKONG & SHANGHAI BANKING CORPORATION.

T. JACKSON. Chief Manager.

Hongkong, April 25, 1884.

TITH Reference to the above, BUSI-NESS will be Commenced on the 1er May, 1884. For the

Hongrong & Shanghai Banking CORPORATION. T. JACKSON Chief Manager.

Hongkong, August 2, 1884. Honekong, April 25, 1884.

Bank.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

(Incorporated in London on 18th July, 1884, under the Compaines Acts 1862, to 1883.)

LONDON BANKERS: UNION BANK OF LONDON, LD. BANK OF SCOTLAND, LONDON. DATES OF INTEREST ALLOWED ON DE

At 3 months' notice 3 % per Annum. Current Accounts kepts on Terms which may be learnt on application.

Hongkong, September 15, 1884.

Intimations.

HONGKONG STEAM LAUNDRY COMPANY, LIMITED.

(ANCELLING previous Notices, the ompany now propose COLLECTING and DELIVERING CLOTHING, &c., ONCE A WEEK as follows :--

On and after MONDAY, the 20th Instant COLLECTION will be made from No. 1 or Western District On MONDAYS:

From the Upper Levels of No. 2 or CEN. TRAL DISTRICT On TUESDAYS;

From the Lower Levels of No. 2 or CEN-THAL DISTRICT On WEDNESDAYS; And from No. 3 or Eastern District On THURSDAYS.

DELIVERIES in each District will be made on the corresponding days in the succeeding week. ALEX. BAIN,

Hongkong, October 13, 1884. CHINA FIRE INSURANCE COM-

PANY, LIMITED.

Adjustment of Bonus for the Year 1883

CHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premia for the year ending 31st December last, in Order that the PROPORTION of PROFIT for that year to be Paid as BONUS to CONTRIBUTORS may be arranged. Returns not sent in before the 30th November next, will be made up by the Company, and no subsequent Claims or Alterations will be allowed. By Order of the Directors,

> JAS. B. COUGHTRIE, Secretary,

> > NOTICE.

Hongkong, September 1, 1884.

THE attention of Connoisseurs in MANILA CIGARS is invited to our Stock of 'SPECIAL VIGUEROS,' a smoke made to our order from the Finest Leaf Tobacco of the Philippines. In Boxes of 100 price \$3.50.

A. S. WATSON & Co. Hongkong, November 3, 1884. 1857

VICTORIA HOTEL, Praya and Queen's Road Central, Honakona.

THIS extensive and well-appointed establishment, situated in one of the most central and airy positions in the Colour and commanding a spleudid ciew of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, de., has recently been much enlarged and improved and is your one of the principal Hotels in the place.

The Rooms are spacious, well ventilated and have just been refurnished in a most comfortable and handsome mumer, suited to the requirements of the Far

The accommodation and service of every kind will be found to be of the best des-An ample and varied TABLE D'HOTE is always provided and served in the spa-

cious, large Dining Hall. The Hotel also contains handsome and confortable reception, Reading, Billiard and Smoking Rooms. The Hotel is unsurpassed for comfort, con-

Continental languages are spoken. MESERS. DORABJEE AND HING KEE PROPRIETORS.

Hongkong, September 15, 1884.

NOTICE. ORIENTAL BANK CORPORATION IN LIQUIDATION.

A LL HOLDERS of NOTES of the A ORIENTAL BANK CORPORA-TION (HONGRONG BRANCH), are hereby requested to present them to the Lagurpa-TORS of the Bank, when they will be given in Exchange, a certificate of the value of the Notes deposited. HOLDERS of Nores will be required to

Eurnish to the Liquidarous of the Bank. a schedule in duplicate, giving the date of Issue, Number and Amount of each Note Forms of Schedule may be had on appli-

cation at the OFFICE of the ORIENTAL BANK Corroration, Queen's Road, Hongkong. For the OFFICIAL LIQUIDATOR OF THE

ORIENTAL BANK CORPORATION, By his Attorneys, J. MELVILLE MATSON: H. HOWARD TAYLOR.

TENNIS BATS AND BALLS,

AYRES, JEFFERIES, FELTHAM, SLAZENGER and HARVEY.

HANDLES.

'The Egyptian,' 'The Grand,' 'The Perfect,'

The Pillar Strung 'The Alexandra,' 'The Renshaw,' 'The Demon.

BALLS—'The Regulation,' 'The Perfect' (scamless), 'The Patent | 3.-Cemented.

LANE, CRAWFORD & Co. Hongkong, November 7, 1884.

JUST RECEIVED EX 'GLENEAGLES.'

AN ENTIRELY NEW AND CAREFULLY SELECTED OF WINTER GOODS:—

ADIES' AND CHILDREN'S SHOES.

MOUSQUETAIRE, KID AND SILK GLOVES. GENT'S EVENING GLOVES AND TIES.

Ladies' and Children's MILLINERY, HOSIERY, CORSETS, Tournures, Children's Made Dresses and Bonnets, Woollen GAITERS, Infants' JACKETS, PETTICOATS, BOYS' JERSEY SUITS, Plain and Fancy Dress Materials of Newest Shades and TEXTURE, VELVETS, VELVETERNS, PLAIN and SHOT PLUSHES, PLAIN and Shot Silks, Stamped Velvet and Silk Brochés, Every NOVELTY for EVENING WEAR, GRENADINES, GUAZES, LACES, LACE FLOUNCINGS, FIGURED NETS, GIMPS, PRINCES, CLASPS, BUTTONS, FANS, FAN GIRDLES, FLOWERS, FLOWER DRESS SETS, WRAPS, and a Large Variety of OTHER GOODS suitable for the Season.

GATE & FAIRALL, Oncen's Road.

Hongkong, November 15, 1884.

W. POWELL & Co.

VICTORIA HOTEL BUILDINGS, QUEEN'S ROAD CENTRAL. Ex Gleneagles. The New Epinole Coan for Ladies Winter Black Silks and Broche Silks. Dressea. Specialities in Cheap Dress Materials.

New Jackets and Dolmans. FUR TRIMMINGS, CAPES and MUFFS. Infants' CASHMERE EMBROIDERED CLOAKS. Specialities in Ball Room Fans. Black and Light Coloured Silk Gloves. 2, 4, 6, and 10-Button Kip Gloves. All Kinds of HABERDASHERY.

Plain, Black and Broché SILK VELVETS. Very Handsome MILLINERY VELVETS. Beaded Gold, Silven and Steel. Beaded Bonner Crowns and Laces to match Velvets. Gossamers in all Colours.

New Flowers, Frathers and Hat Orna-Infants' Wool HATS, SHOES and PETTICOATS. | au Ladies' Wool Shawts in large variety. Hongkong, November 15, 1884.

JUST LANDED, IN SPLENDID CONDITION, ANOTHER CONSIGNMENT OF

OVERSTRUNG TRICHORD COTTAGE

PIANOS.

BY ROSENKRANZ.

Specially manufactured for this climate. COMPLETE IRON FRAME AND TUNING PLATE Unrivalled for Brilliancy and Sweetness of Tone.

FINEST TOUCH. Price for Cash, from ... ... \$230 to \$250. On Hire, per month, from ... \$ 15 to \$ 20.

Special attention is called to the fact that after having hired a Piano for 14 months, it will become without further payment the property of the hirer.

INSPECTION SOLICITED. Apply to

Prof. A. VITA, 2. Alexandra Terrace.

Hongkong, October 24, 1884.

Intimations.

SEE WOO, TAILOR, DRAPER & OUTFITTER, No. 55, Queen's Road Central, Hongkong. HAS NOW LANDING, FOR SALE:

A LL Kinds of AUTUMN and WINTER A WOOLLEN CLOTHS. DAMASK, REP, and CRETONNES for Curtains and Covering Furniture. CHRISTY'S Gentlemen's New Zephyr Black, Drab, and Brown FELT HATS. SCARVES, TIES, White DRESS TIES. SUITS and SOCKS.

SILK & CAMBRIC HANDKERCHIEFS. and TOWELS. Best Kinds of TOILET PERFUMES and SOAPS. DAWSON'S BOOTS, SHOOTING BOOTS, SHOES and TENNIS SHOES, &c., &c.

White TABLE CLOTHS, NAPKINS,

AT LOW PRICES. Hongkong, October 25, 1884. 1806

DRY DOCK AND PATENT SLIP, NAGASAKI.

THE Undersigned have been appointed AGENTS for THE IMPERIAL GOV. VERNMENT DOOK AND PATENT SLIP, at Nagasaki, and are prepared to SODA supply Tenders for the DOCKING, CLEANING, TONIC PAINTING, &c., of VESSELA. The ENGINE Works in connection with the Dockyard are under the direction of experienced Ex-GINEERS and possess all the necessary appliances for REPAIRS to SHIPS and MACHINERY. HOLME, RINGER & Co. Nagasaki, March, 1884,

Intimations.

HONGKONG RACES, 1885. WEDNESDAY, THURSDAY AND FRIDAY, 25th, 26th and 27th February, 1885.

THE HONGKONG DERBY.

THE HONGKONG DERBY, a Sweepstakes of \$20 each, half forfeit if declared on or before the date of Closing Entries. All Sorts of Fancy and Black SILK with \$100 added for 1st Pony and \$50 for For all China Ponies bond fide Griffins WOOLLEN WRAPPERS, Coloured and at date of Entry (SATURDAY, 24th January, d885). First Pony 70 per cent.; Second WOOLLEN and MERINO UNDER Pony 20 per cent.; Third Pony 10 per cent Weight 10st. 10fts. One-mile-and-a-half. Nominations Close on SATURDAY, 20th December, 1884, addressed to the CLERK of Course, at the Hongkong Club.

By Order,
H. J. H. TRIPP, Clerk of the Course. Hongkong, November 11, 1884.

D. K. GRIFFITH & Co. TANUFACTURERS OF THE LONDON ÆRATED WATERS, Have REMOVED from the BEACONSFIELD

ARCADE to larger Premises

1, DUDDELL STREET, Where they continue to Supply : WATER, LEMONADE. GINGERADE. RASPBERHYADE. &c., &c., &c.

At the same Moderate Charges.

D. K. GRIFFITH,

Proprietor.

HALL,

Entertainment.

HONGKONG. MONSIEUR SAUVLET has the honour to announce that he will give A GRAND CONCERT

1845.

CITY

FRIDAY EVENING, the 21st Instant.

ST. ANDREW'S HALL,

HALL,

when he will be kindly assisted by MR. HIRST AND HERR VON WILLE. PROGRAMME.

1.—Solo Pianoforte, 'Fan- Ruff. talsie Polonaise MONSR. G. SAUVLET. (a) 'Auf Dem)

(b) 'Widmung'. Ma. HIRST. (a) Solo Pianoforte, Mendelssohn. (b) 'Nocturne'..........Döhler. MONSE. G. SAUVLET. 4.—Solo Violin, 'Elegie'.....Ernst. HERR VON WILLE.

PART II. Pathetique' ...... Beethoven. MONSR. G. SAUVLET. (a) 'Am Meer' .... Schubert. 6.—Solo (b) 'Frühlings R. Schumann Nacht'.....

Mr. HIRST. -Solo Violin, 'Barcarolle'. Spokr.
HERR VON WILLE. Solo Pianoforte, (a) Chopia. (b) 'Le Bananier' Gotschalle. (Negro Dance)..... Gots Monse. G. SAUVLET.

Price of Admission......\$2.00.

Doors open at 8.30, to commence at 9 p.m. A Plan of the Hall may be seen and Seats Reserved at Mesers. LANE, CRAWFORD

Hongkong, November 14, 1884.

Auctions.

AVIS.

■ E Public est informé que le MERCRED 19 Novembre 1884, à 7 heures du matin à l'audience des crieés du Tribunal de premieré instance de Saigon aura lieula premieré crieé pour la VENTE par autorité de justice du STEAMER

CANTONappertenant au port de Londres de 1095 Tonnaux de jauge, côte 100 A.1. au Les deux autres enchères prescrites par les articles 202 & 205 des Code de Commerce

l'adjudication definitive sera prononceé le MERCREDI 3 Décembre. Pour le Conditions de la Vente s'adresser GREFFE DU TRIBUNAL,

M. M. F. ENGLER & Cie. Saigon, Octobre 1884.

PUBLIC AUCTION.

T ANE, CRAWFORD & Co. have been

instructed to Sell by Public Auction.

SATURDAY. the 22nd Instant, at Noon, on Board,-BRITISH CLIPPER BARQUE LENNOX CASTLE,

(lying off Kowtoon Point), 693 Tons Registered COMPOSITÉ, Built in Sunderland in 1865, and Classed A.1. 19 be declared. The Vesser had NEW MAIN DECK two years ago and was Remetalled this year —has Two Complete SUITS of SAILS and is otherwise well found—an Inven-

For further Particulars and Conditions of Sale, apply to LANE, CRAWFORD & Co., Auctioncers:

tory can be had from the Auctioneers,

Hongkong, November 5, 1884.) Notices to Consignees.

NOTICE TO CONSIGNEES. THE STEAMSHIP ARRATOON

APCAR, FROM CALCUTTA, PENANG

AND SINGAPORE. MONSIGNEES by above Vessel are reuested to take immediate delivery of their Cargo. The Steamer will go into Dock on FRIDAY MORNING, the 14th Inst.; and all Cargo impeding her discharge by that time will be landed and stored at Consignees' risk and expense, and no Fire

Insurance will be effected. DAVID SASSOON, SONS & Co., Hongkong, November 10, 1884.

UNION LINE. .NOTICE TO CONSIGNEES. FROM ANTWERP, LONDON AND

SINGAPORE.

THE Steamship Hampshire, Captain L Cinco, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the

Steamer will be at once landed and stored

at Consignees' risk and expense, and no Fire Insurance will be effected. Optional cargo will be forwarded on to JAPAN, unless notice to the contrary be given before Noon To-MORROW, the 13th Instant. All Claims against the Steamer must be presented to the Undersigned on or before

the 18th Inst., or they will not be recognised.

RUSSELL & Co.,

Agents.

Hongkong, November 12, 1884.

日八十月九年申甲

PRICE, \$2 PER MONTH. Shipping.

Steamers DOUGLAS STEAMSHIP COMPANY,

FOR SWATOW. The Co.'s Steamship Fokien. A Captain HARRIS, will Port on SUNDAY, the 16th Instant, at

LIMITED.

Daylight. For Freight or Passage, apply to DOUGLAS LAPRAIK & Co... General Managers.

FOR SWATOW AND BANGKOK. THE SCOTTISH ORIENTAL STEAM-SHIP COMPANY, LIMITED. The Company's Steamer

Hongkong, November 13, 1884.

Monakut. Capt. P. H. Lore, will be despatched for the above Ports on SUNDAY, the 16th Instant, at 8 a.m. For Freight or Passage, apply to

YUEN FAT HONG. Hongkong, November 11, 1884. 1905 OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL

The Co.'s Steamship

Agents.

Capt. Webster, will be despatched as above on SUNDAY, the 16th November. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, November 11, 1884. 190% INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAL

(Taking Cargo & Passengers at through rates for CHEFOO, TIENTSIN, NEW-CHWANG, HANKOW and Ports on the YANGTSZE. ) The Co.'s Steamship Kwongsang, Captain Jackson, will be despatched as above on MONDAY, the 17th Instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., \_ General Managers. Hongkong, November 14, 1884. STEAM TO BOMBAY VIA STRAITS

Steamship

The P. & O. S. N. Co.'s

Superintendent.

will leave for the above auront lieu les Mercredi's Suivants et place on TUESDAY, 18th November, at A. MoIVER.

> P. & O. S. N. Co.'s Office. Hongkong, November 13, 1884. 1918 FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN & QUEENS-LAND PORTS, and taking through

Cargo to NEW ZEÁLAND, NEW CALE-

DONIA, TASMANIA and FLJI.) -The Steamship Capt. R. W. THOMSON, will be despatched as above on TUESDAY, the 18th Instant, at

Office) will be received until 4 p.m. of 17th Instant. Contents and value of the Parcels must For Freight, apply to GIBB, LIVINGSTON & Co.,

Parcels (all of which must be sent to ou

Hongkong, November 10, 1884. 1899 FOR SINGAPORE, PENANG AND CALCUTTA. The Steamship

Agerita.

Arratoon Apcar,
Capt. A. B. MACTAVISH,
will be despatched for the above Ports on SATURDAY, the 22nd Instant, at 3 p.m. For Freight or Passage, apply to

DAVID SASSOON, SONS & Co.,

Hongkong, November 11, 1884. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR SINGAPORE, PENANG AND

Captain Davies, will be despatched for the above Ports on SATURDAY, the 22nd Instant, at p.m. This Steamer has superior First-class Passenger Accommodation specially con- have quick despatch,

structed to meet the requirements of tropical i

CALCUTTA.

The Co.'s Steamship

climates. For Freight or Passage, apply to JARDINE, MATHESON & Co., - General Managers. Hongkong, November 11, 1884. 1901 THE EASTERN AND AUSTRALIAN STEAMSHIP COMPANY,

FOR SYDNEY, MELBOURNE AND ADELAIDE. Calling at PORT DARWIN & QUEENS. LAND PORTS, and taking through Cargo to NEW ZEALAND, NEW CALE DONIA, TASMANIA and FIJI.)

LIMITED.

The Steamship Captain Green, will be despatched for the above Tannadire. Ports on SATURDAY, the 22nd Instant. For Freight or Passage, apply to

Hongkong, November 8, 1884,

Hongkong, November 10, 1884. 1898

FOR YOKOHAMA AND HIOGO.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Hongkong, November 14, 1884. . . . 1921

The Steamship Captain Norman, will be despatched as above on or about the 26th Instant.

For Freight or Passage, apply to JARDINE, MATHESON & Co. Hongkong, November 8, 1884.

UNION LINE.

VIA SUEZ CANAL. The Steamship Cascapedia, Captain Fraser, will be despatched for the above

at 5 p.m. For Freight or Passage, apply to

FOR HAVRE AND HAMBURG, VIA SUEZ CANAL. The Steamship

For Freight or Passage, apply to SIEMSSEN & Co. Agents. Agents

BARSTOW, Master, will load here for the above Port, and will have quick despatch.

Hongkong, November 4, 1884. 1863 FOR NEW YORK. The 3/3 L.1.1. American Ship

For Freight, apply to RUSSELL & Co. ... Hongkong, October 25; 1884. 1805 FOR SAN FRANCISCO.

EDGETT, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to

FOR NEW YORK. The 3/3 L.1.1 American Ship Emrly Reed. SHELDEN, Master, will load here for the above Port, and will

For Freight, apply to RUSSELL & Co. 17 Hongkong, October 10, 1884. 1723

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES. CONSIGNEES of the following Cargo

No Fire Insurance has been effected, Ex Djemnak TALE ALE HNM (in tria.), Nos. 6, 9, 2 tases Earthenware, &c., from London.

> ware, from London G. DE OHAMPEAUX,

Shipping. Steamers. FOR HAVRE AND HAMBURG, VIA SUEZ CANAL.

The Steamship Capt. R. Böhme, expected here on or about the 15th Proximo, will have immediate des patch as above. For Freight or Passage, apply to be the

SIEMSSEN & Co. Hongkong, October 27, 1884. 1813

The Steamship Benalder, due here about 19th Inst., will have prompt

FOR LONDON VIA SUEZ CANAL.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co.,

The Steamship expected here on 20th Instant, will have prompt despatch as above.

FOR LONDON VIA SUEZ CANAL.

This Steamer has superior Accommodation for Passengers, and carries a Doctor and Stewardess.

FOR HAVRE AND HAMBURG,

RUSSELL & Co., Hongkong, November 5, 1884.

Ports on MONDAY, the 8th December next,

Captain WAGNER, will be despatched for the above Ports on or about the 10th Proximo.

Hongkong, November 6, 1884.

Sailing Vessels. FOR HONOLULU.

- The American Barque

For Freight, apply to

RUSSELL & Co.

Wandering Jew,
Tabrey, Master, will load hero
for the above Port, and will have quick despatch.

The 3/3 L.1.L. British Ship

RUSSELL & Co. Hongkong, October 27, 1884. 1808

sre requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery. This Cargo has been landed and stored at their risk and expense.

H N M (in tria.), Nos. 4/5-2 cases Hard.

RUSSELL & Co.,

POST OFFICE NOTICES SHIPPING To-day's Advertisements. To-day's Advertisements. Shipping. MAILS will close: For Sale. Daylight. - Fokien leaves for Swatow. ARRIVALS. For NAGASAKI, KOBE, AND YOKO-CHINESE IMPERIAL GOVERNMENT 8 m. - Mongkut leaves for Swatow, &c. Mackwen, FRICKEL & Co. Chinese Imperial Government Eight Per November 15: 1884 :--HAMA.— Por Thibet, at 11.30 a.m., on Thursday, LOAN or 1881. City of Peking, American steamer, 5,079 Orestes leaves for London. the 27th inst. Cent. Loan of 1881. Perry, San Francisco October 18, and No. 53, Queen's Road East, THE INTEREST due 17th November Yokohama November 9, Mails and General. current, of the above LOAN. MAILS BY THE UNITED STATES PACKET. RELIGIOUS SERVICES:-(OPPOSITE THE COMMISSARIAT), -P. M. S. S. Co. THIRD DRAWING gether with the BONDS DRAWN for Re-Union Church.—Diving Worship, 11 A.M.—Rev. E. J. Eitel. Service in Chinese, The United States Mail Packet City of demption, will be Paid at the Office of ARE NOW DEPARTURES New-York will be despatched on WES-NOTICE IS HEREBY GIVEN, that in conformity with the stipulation contained in the Bonds of this Loan, the following numbers of Bonds of this Loan, the this Couronation on and after that date. NESDAY, the 19th inst., with Mails for 2 P.M.—Rev. J. Chalmers, M.A., L.L.D. November 15 :--LANDING FROM AMERICA. Japan, San Francisco, the United SEAMEN'S SERVICES. Tho Services for the Bonds of this Loan, the following numbers of Bonds to be paid off at Par, Glucksburg, for Singapore, Seamon which have been hitherto held in the Mission Church, Queen's Road, will be held in the future in Union Church. On Sunday and Friday avenings at 7.30. All HONGRONG & SHANGHAY BANKING States, Canada, Honolulu, Peru, &c., at the Office of the Hongkong and Shanghat Banking Componation, in Hongkong, Madras for Saigon. which will be closed as follows:on the 17th day of November, 1884, when the Interest thereon will cease to be payable, Corporation. Priam, for London, &c. 2.15 P.M. Registry ceases. 2.30 P.M. Post-Office closes, but Corres-MOPOCAN BUTTER. were this day Drawn at the Office of the said Corporation in Hongkong, in the presence Agents Isming the Loan, Iltis, German gunboat, for Amoy. Eastern and Californian CHEESI of Mr. HERBERT MAURICE BEVIS, Acting Chief Accountant of the said Corporation, and Glenfalloch, for Singapre. T. JACKSON, Scamen are invited to attend. pondence may be posted on board the CODFISH, Boncless. Hailoong, for Holhow. GERMAN BETHESDA CHAPEL.—Service in of the undersigned Notary. Packet with Late Fee of 10 cents extra Prime HAMS and BACON. Chief Manager. Dora Tully, for Yokohama. the German language, by Rey. F. Hartmann, every Sunday, at half-past ten A.M., in the Postage until the time of departure. Eagle Brand Condensed MILK. Hongkong, November 15, 1884. NUMBERS OF BONDS DRAWN. Emun, for Amoy Family BEEF in 25 ib kegs. Hampshire, for Yokohama. Beau Ideal SALMON in 5 to cans. Chapel of the Berlin Foundling House, FOR MANILA (DIRECT). MAILS BY THE BETTISH PACKET.-Cutting's Dessert FRUITS in 21 lb cans. The Spanish Steamer St. Joseph's Church, Garden Road .-Assorted Cannod VEGETABLES. 1096 Bonds Nos.:-The British Contract Packet Malwa CLEARED. Captain Ocinaga, will be despatched for the above will be despatched on TUESDAY, the A.M. Mass and Sermon. 5.30 P.M. Even-Potted SAUSAGE and Sausage Peking, for Shanghai. 25th Nov., with Mails for the United ing Service. Benediction 7054 6171Undaunted, for Victoria, (B.C.) Kingdom, Europe, and countries be-Stuffed PEPPERS. Ports on WEDNESDAY, the 19th Instant. 7062 Greyh and, for Hoihow. yond, via Brindisi; to the Straits Settle-Assorted SOUPS. Allahabad, for Portland, Or. MEMOS. FOR MONDAY. at 5 p.m. Richardson & Robbin's Celebrated Potted ments, Batavia, Burmah, Ceylon, India, 7948 Tannadice, for Foochow. For Freight or Passage, apply to Aden, Egypt, Malta, and Gibraltar. MEATS. Shipping. Monakut, for Swatow. Lunch HAM. REMEDIOS & Co., The usual hours will be observed in closing Fokien, for Swatow. Noon. - Kecongsang leaves for Shanghai. 7082Lambs' TONGUES. the Mails, &c. Ta Hongkong, for Bangkok. Clam CHOWDER. 7090Miscellaneous. 621 L 5331 Hongkong, November 15, 1884. Fresh OREGON SALMON. HOURS OF CLOSING Interest of Chinese Loan of 1881 payable. 7102 ~ 6219SHIRE LINE OF STEAMERS. Dried APPLES. PASSENGERS. THE FRENCH MAIL 7111 6228TOMATOES. ARRIVED. The following hours are observed in closing FOR YOKOHAMA AND HIOGO. SUCCOTASH. 7117'6236Per City of Peking, from San Francisco, Mails, &c., by the French Contract General Memoranda. Maple SYRUP. +6242The Steamship &c., Capt. Geo. B. Lefavor, Mr Gco. R. Golden SYRUP. TUESDAY, November 18:-Young, Miss Dickenson, and Mr C. Michel. DONCASTER Commander, Cracked WHEAT. Day before departure (or Saturday if the de Claims against the Hampshire must be HOMINY. expected here on of sent in to Messra Kussell & Co., on or P.M. Money Order Office closes. HONEY. about the 19th Instant, will have immediate Per Glucksburg, for Singapore, 280 Chibefore this date. Post Office closes, except the despatch for the above Ports. 7158 Nicht Box, which is always 6274Per Madras, for Saigon, 45 Chinese. For Freight or Passage, apply to this date subject to rent. open out of Office hours. 6284 Per Glenfalloch, for Singapore, &c., 541 SCALES. FAIRBANKS' ADAMSON, BELL & Co., FRIDAY. November 21: Day of departure,-7171 Agents. Chinese. 9 p.m.—Concert at the City Hall A.M. -Post Office opens. Per Hailoung, for Hoihow, 40 Chinese. 400 lb. Capacity. Hongkong, November 15, 1884. A.M.—Registry of Letters ceases. SATURDAY, November 22: Per Emuy, for Amoy, 64 Ohinese. Posting of all printed matter 8066Noon.—Auction of British Clipper Barque AUSTRO-HUNGARIAN LLOYD'S TO DEPART. 900 lb. and patterns ceases. Lennox Castle, on Board. STEAM NAVIGATION COMPANY. A.M. - Mails closed, except for Late Per Peking, for Shanghai, 20 Chinese. SUNDAY, November 30:-7202Per Greyhound, for Hoihow, 120 Chinese. Letters. List of Contributions to the China Fire STEAM FOR Per Tanuadice, for Foochow, 1 European. 11.10 A.M. Letters may be posted with 7211 6331Insurance Co., Ltd., to be sent in 'KAISAR-1-HIND' Per Mongkut, for Swatow, 1 European, Late Fee of 10 cents until SINGAPORE, PENANG, COLOMBO, before this date. 11.30 A.M. - When the Post Office closes and 70 Chinese. BOMBAY, ADEN, SUEZ, PORT CIGARETTES 7230Per Fokien, for Swatow, 60 Chinese. entirely. SAID, AND TRIESTE. 11.40 A.M.—Late Letters may be posted in crystallized Boxes of 100 at \$6.50 7233on board the packet with Late (Taking Cargo at through rates to CAL-HONGKONG DISPENSARY SHIPPING REPORTS. Fee of 10 cents until time of per mille. CUTTA, PERSIAN GULF PORTS, Established A.D. 1841. The American steamer City of Peking departure. ODESSA, and the reports: Leaving Yokohama had heavy. S.S.E. gale, and S.W. winds to the Straits; MEDITERRANEAN PORTS.) 香港大樂房 SPORTING AND RIFLE GUNPOWDER Quotations. 8148 The Co.'s Steamship 7267thence to port, had strong N.E. monsoon. Hongkong. November 15. Titania. in 1-1b Tins. Captain G. Doneren, will be despatched as above A. S. WATSON & Co., OPIUM-New Patna, cash,... 585 POST OFFICE NOTICES. 7283cash....  $557\frac{1}{2}/62\frac{1}{2}$ on or about FRIDAY, the 28th Instant, at 7293New Benares, cash,... 560 ້າວົວວົ MAILS will close:-AGATE IRON WARE. 4651Wholesale and Retail Druggists, Noon. INSERTION RUBBER. For SHANGHAL. New Malwa, credit,... 520 IMPORTERS For further Particulars, apply to Per Peking, at 9 a.m., on Sunday, the Tuck's PATENT PACKING. Allowanco, Taels ..... 24 MELCHERS & Co., Old Malwa, credit,... 540 Agents. HITCHCOCK HOUSE LAMPS. FOR STRAITS AND BOMBAY .--Allowance, Taels ..... 16 Hougkong, November 15, 1884. Per Kashgar, at 2.30 p.m., on Tuesday, PERFECTION STUDENT LAMPS. SITES, TOILET REQUISITES, ENGLISH Exchange. 7335the 18th inst. AMERICAN, AND FRENCH PATENT LAWN BOWLS. Not Responsible for Debts. Wire. 8224For PORT DARWIN, THURSDAY IS-MEDICINES. 4 Demand. LAND, COOKTOWN, TOWNS. 8229PAINTS and OILS. either the Captain, the Agents, nor 30 days' night, ... MANUFACTURERS VILLE, BRISBANE, SYDNEY, AND 4 months' sight, ... 7357 8234 Owners will be Responsible for TALLOW and TAR. MELBOURNE, &c., &c. any Debt contracted by the Officers or 7365 Per Atholl, at 3.30 p.m., on Tuesday, PITCH and ROSIN. Soda Water, Lemonade, Tonic Water, Documentary 4 months' sight, Grew of the following Vessels, during the 18th inst. India, Wire, ... Gingerade, Potass Water, Sarsaparilla their stay in Honghony Harbour :-FOR STRAITS AND CALCUTTA .--73806503Water, and other: Aerated Waters. Per Taising, at 2.30 p.m., on Saturday, Shanghai, demand .... Ex late Arrivals from ALMATIA, American 3-m. schooner, Capt. 738880 days' sight, private 745 the 22nd inst. 1228E. G. Lapham. -Birley, Dalrymple & Co. Per Arratoon Apear, at 2.30 p.m., on Gold Leaf 991 fine ... \$27.65 ENGLAND. C. RODBERTUS, German barque, Capt. H. continuous European Supervision. Saturday, the 22nd inst. Sovereigns, 6527Schulz.-Siemssen & Co. A LARGE ASSORTMENT OF Hongkong, June 1, 1876. For YOKOHAMA, HONOLULU, &c.-Temperature. 6530IMPORTER, American barque, Capt. John The set of course of the best from the first the course the course the Per Mount Lebanou, departure postponed Taken at Mesers Falconer & Co.'s Premises, 7423 8298P. Wessels.—Melchers & Co. STORES, till further notice. SUN AND TIDE TABLE FOR Queen's Road.) LIVINGSTONE, German barque, Capt. H. HONGKONG. MAILS BY THE FRENCH PACKET .-HONGKONG, November 15. Steffens. -- Wieler & Co. including . French Contract Packet MIAKO, British barque, Capt. Contance. The BAROMETER-ALMONDS and RAISINS. will be despatched on TUESDAY, -Gibb, Livingston & Co. FRENCH PLUMS. the 18th November, with Mails to the MOUNT LEBANON, British steamer, Capt. TEYSSONEAU'S DESSERT FRUITS. United Kingdom, Europe, and places beyond, vid Naples; to Saigon, Straits D. Maxwell.—Borneo Company, Limited. JORDON ALMONDS. 1 P.M. ... NANAIMO, British barque, Captain John. Settlements, Batavia, Burmah, Ceylon, 4 P.M. ... Fine YORK HAMS. (Wet bulb) 9 A.M. 62 India (via Madras), the Australasian Dodd, -Arnhold, Karberg & Co. PIONIC TONGUES. Colonies, Aden, Natal and the Cape, SARAH HIGNETT, American ship, Capt. J. Do. BREAKFAST TONGUES. Egypt, Malta, and Gibraltar. Baas.—Arnhold, Karberg & Co. 4 P.M. ---8370 PATE DE FOIE GRAS. 450 1332 Maximum ... usual hours will be observed in closing Undaunted, American ship, Capt. Jas. The P. Hamilton.—Order. Do. Do. Minimum over night 66 the Mails. &c. Digby CHICKS. Yarmouth BLOATERS. Kippered HERRINGS. Vessels Advertised as Loading. mina later than at Hongkong; at the Herrings a 14 SARDINES. 7521 Barrier: 3 hrs. 15 mins.; at the Salt Date of Leaving. 7529 Flats: 3 hrs. 30 mins.; at Shameon IRISH BACON in tims. Captain. Agents. 3 hrs. 45 mins. COUOATINA. VAN HOUTEN'S COCOA. November 18, at 3 p.m. .P. & O. S. N. Co..... EPP's COCOA. 29 The publication of this issue commenced Russell & Co..... December 8, at 5 p.m. Havre, &c., via Suez Canal ..... Cascapedia (s) ............. Fraser ...... About December 10. quick despatch. at 7,00 p.m. Havre, &c., via Suez Canal....Polyhymnia (8) ...........R. Böhme.......Siemssen & Co...... SPARTAN Ceylon.....Barstow.... Orestes (s)......Webster..... The China Mail. COOKING STOVES. November 25, at 4 p.m. Jardine, Matheson & Co..... 75951 London, via Suez Canal. Benalder (s) ...... quick despatch. London, via Suez Canal.. November 19, at 5 p.m. .... Churruca (s)...... Oginaga..... Remedies & Co..... CLARETS-Marseilles, &c., via Saigon.....Peiho (s).......Bretel..........Messageries Maritimes.......November 18, at noon. 574 CHATEAU MARGAUX. Emily Reed Shelden Russell & Co..... 7619 CHATEAU LA TOUR, pints & quarts. November 19, at 3 p.m. 1RES. GRAVES, TELEGRAMS. Pacific Mail S. S. Co..... San Francisco, via Yokohama... City of New York (8) ..... BREAKFAST CLARET, " 7634REPORTED DEATH OF GENERAL GORDON. Singapore, Penang and Calcutta l'aisang (s) ...... Davies ....... Jardine, Matheson & Co..... SHERRIES & PORT-Singapore, Penang and Calcutta Arratoon Apcar (s)............ A. B. MacTavish.... David Sassoon, Sona & Co., SACCOUNTS MANZANILLA & AMON-Nov. 16, at daylight. Douglas Lapraik & Co..... TILLADO. November 16, at 8a.m. Yuen Fat Hong..... SACCOM'S OLD INVALID PORT (1848). November 22, at 4 p.m. 5916 HUNT'S PORT. About Nov. 28, noon. way to Berker. 59247683.BRANDY, WHISKY, LIQUEURS, &c.quick despatch. Yokohama and Hiogo...... Flinthshire (s) ...... Doncaster ...... Adamson, Bell & Co...... 24111535 1 and 3-star HENNESSY'S BRANDY. LOCAL AND GENERAL. 1542COURVOISIER'S BRANDY. 5951 FINEST OLD BOURBON WHISKY. KINAHIN'S LL WHISKY. 6838 Nov. 15, 1884. SHARE LIST.-QUOTATIONS. ROYAL GLENDEE WHISKY BOORD'S OLD TOM. The next FRENCH MAIL, per the M. M. E. & J. BUERE'S IRISH WHISKY. Closing Quotations, Paid- Position PER LAST REPORT. 2453Nos. of Value. Rose's LIME JUICE CORDIAL. Reserve. Balance c. f ward Stocks. 7739NOLLY PRAT & Co.'s VERMOUTH JAMESON'S WHISKY. BANKS. 51,443 126 cash, 128 Dec. 1884 6878 7756**5994** Hongkong and Shanghai Bank Corporation... 60,000 \$ 4.400.000MARSALA. EASTERN CIDER. 6002540,107 Tls. 280 per share CHARTREUSE North-China Insurance Company, Limited ... 5,000 £ MARASOHINO. sellers Tls. 135 Yangtaze Insurance Company, Limited .... OURAGAO. Union Insurance Society Company, Limited... 2,000 \$
China Traders' Insurance Company, Limited... 24,000 \$
Can on Insurance Office Company, Limited... 10,000 \$ 1,2508 1258 534.000 8 ANGOSTUBA. BOKER'S and ORANGI buyers 167,381 864 600.000 8 buyers 469.560 \$87 the 21st inst. 6915balance \$170 nominal The S. S. Cyclops left Singapore for this 8684 | Chinese Insurance Company, Limited ....... 1,500 8 1,000 8 200 8 6923 4283 763 port on the 10th instant 285,231.00 \$357 cash, \$3624 Dec. 1884 Hongkong Fire Insurance Co., Limited The S. S. Flintshire left Singapore for this 189,978.34 **\$**68 100 \$ China Fire Insurance Company, Limited...... 20,000 \$ BASS'S ALE, bottled by CAMERON and 782 port on the 12th instant. SAUNDERS, pints and quarts. 6948 7827 STEAM COMPANIES. The S. S. Benarty left Singapore for this 34,638 \$100 HK. C. and M. Steamboat Co., Limited ..... GUINNESS'S STOUT, bottled by E. & port on the 13th instant. J. Burke, pints and quarts. 25 % discount Indo-China S. N. Co., Lt. 50,000 sh. issued { | 31,212 £ The S. S. Titania left Singapore for this 6084 69661 DRAUGHT ALE and PORTER, by the port on the lith inst. 6971 30 discount China and Manila S. S. Company, Limited ... 3,500 \$ The S. S. Electra left Singapore for this 6980 ALE and PORTER, in hogsheads. 820 port on the loth inst MISCELLANEOUS. 7868 6,401.66 49 buyers 828 Hongkong & Whampos Dock Co., Limited... 10,000 \$ THE delivery of the American Mail was HK. and China Gas Company, Limited ... f \$84 per share New Shares. 5247 Bregially Selected 4361 begun at 11.10 a.m. nominal 7011 Hongkong Hotel Co., Lt., 3,000 shs. issued THE November Oriminal Sessions will be 7021 held next Thursday, the 20th lustant. 656,82 \$110 buyer. 7915 4,090,65 \$70 Fine New Besson's CUMSHAW TEA, in \$40 First year 50 5 cativ Boxes. nominal For Shanghai Taels 500 each - Shanghai Taels 548,000. **820** BREAKFAST CONGOU @ 25 cents p. ib. \$574 Hongkong Rope Manufactory Co., Limited. 3,000 For the HONGKOND & SHANGHAS BANKING CORPORATION. kong to-day at 5 a.m. Rates of Payable. (Signed) Interest. Counterstyned, June 30 Dec. 31 8 % H. M. BEV18, MINNER'S PATENT FIREPROOF A. B. JOHNSON, Feb. 28 Ag. 31 1877......16,040 £ Acting Chief Accountant. SAFES, OASH and PAPER Notary Public, April & October 1878..... 3,890.TL June 16& Dec. 10 2 per cent. discount BOXES, at Manufacturer's Prices. 1881...... 8,565 Tl. Hoxekong. this port this afternoon. June & Decem. 1 % prem. Sugar Dobenturos, 1880. HONGKONG, 24th day of September, 1884. 1370 1979 Honglove, August 15 1884.

MEMOS. FOR TO-MORBOW.

Goods per Gleneagles undelivered Liter

FAMILY & DISPENSING CHEMISTS.

Daugusts' Sundries, Nurseny Requi-

The Manufactory is under direct and

	High W	ATER.	Sux.		
Day of Month.	Morn.	Aft.	Kises.	Sets.	
	H. M.	H. M.	H. M.	H. M.	
	B.37	8.6	6.15	5.15	
	9.15	8.24	6.15	5.15	
18	9.51	8.43	1	5.15	
19	10.24	9.6		5:15	
20	10.58	9.30		5.15	
21	11.84	9.57		5.14	

RONGKONG, SATUEDAY, NOVEMBER 15, 1884.

LONDON, 14th November. At a Cabinet Council held to-day, a despatch was read which reports that General Gordon has been shot dend while on his

ASSED CANAL: - Descalion, October 16 Glenavon, Oct. 28; Cardiganshire, Oct.

steamer Sindh, passed Cape St. James for this port at 1.30 p.m. on Wednesday, the 12th instant, and is now

The next English Mail, by the P. & O. Co.'s steamer Massilia, left Singapore. for this port on Saturday, the 15th inst., at 5 a.m., and may be expected to arrive here on or about Friday,

THE P. & O. steamer Massilia, with the next English mail, left Singapore for Hong-

Messus Siemssen & Co suform us that the D. D. R. S. S. Electra left Singapore for

Minister Melchers & Co., the Agents of the A Journal des Bébés is to be shortly publish | ation que les agisements de son prédeces | the next day. He found them to be the and kept it and never gave it him back. Next starboard forecastle was locked for the pur-Austro-Hungarian Lloyd's Steam Naviga- ed in Paris, and its first number is to contion Company, inform us that the Compa- tain a full account of the coming Baby ny's steamer Tilania left Singapore yester. Show in that capital. It is intended, how. | tinctly unwelcome to Sir George, involving, day for this port, and may be expected to ever, to make the paper a permanent one. arrive here on the 21st inst.

ONE of the Chinese papers gives daily among its advertisements an energetic and written protest by & Canton scholar against. the licensing of Wai-Sing lotteries. As a rule these papers never censure the con duct of high officials.

THIRTEEN Uhinese traders, &c., from Tei-kok Tsui, appeared on remand, at the Polices Paris, Oct. 12.—The general feeling in Court, this morning, on summonses charging them with encroaching on crown land. there by erecting houses thereon. The men had been warned by Inspector Thom. son, in charge of the Yau-ma-ti district, but had taken no notice and continued to erect both stone and wooden houses on the ground without any permission from the Surveyor General. After the summonses were issued the defendants petitioned the Surveyor General for the required permit, and Mr. Mossop, who appeared for the spondent of the Daily Telegraph believes defendants, this morning applied for a remand for a week to await the decision of the Surveyor General. Mr. Wise granted the remand, at the same time acquainting the defendants that in the meanwhile they are not to continue building operations on the land.

SERVICES OF THE CHURCH OF ENGLAND FO TO MORROW. - 23RD SUNDAY AFTER TRINITY.

Cathedral .-Sa.m.—Parade Service. Morning Prayer and Sermon, Rev. J. B. Ost. 11 a.m.-Morning Prayer, Sermon and

Holy Communion. The Colonial Cha-5.45 n.m.—Evening Prayer and Sermon.

The Colonial Charlain. St. Peter's Church -5 p.m.—Evening Prayer and Sermon.

St. Stephen's Church (all services in Chi-11 a.m. - Morning Prayer, &c., Revs. J. B. Oat and Fong Yat Sau.

6.30 p.m.—Evening Prayer and Sermon

Reve, J. B. Ost and Fong Yat Sau.

In his telegrams home Admiral Courbet described the landing party at Tamsui, which was repulsed by the Chinese, as a reconnoiting party, and he places his losses at 6 instead of 60. If the following tele-

gram which appears in the San Francisco Courbet telegraphed to his Government, we are afraid that gallant officer has been endeavouring to compete with some of the Chinese commanders in their efforts to turn defeats into victories when writing despatches :--

Paris. October 11.—Admiral Courbe telegraphs from Keelung as follows: am erecting defences for the troops to They will take several days to complete. Landing parties from Admiral Lespes' squadron at Tamsui reconneitered the posts from which the Chinese tornedoes were fired. They found the post defended by a large number of infantry ambushed in dense thickets. Engagements took place and six members of the reconnoitering parties were killed, including a naval Lieut. The harbour is defended by a line of torpedoes only. The shallowness of the water prevents the approach of large vessels. The torpedoes are close to the shore and this renders dragging for them dangerous am making an effective blocksdeat Tamsui. am also blockading Taiwanfoo and Jakan-kan, on the west coast of Formosa.

only points available on the Island for landing re-inforcements. It is stated that the French Government is negotiating with the owners of several tion. large English steamships, with the object of chartering vessels to convey troops to China.

The telegraphic advices from Admiral Courbot must have been very heavily discounted by the telegrams sent to the Times a day or two later by the correspondent of that paper in China:-

London. October 13.—The correspondent of the Times telegraphs that the news of the defeat of Admiral Lespes and the French fleet at Tamsui is confirmed The Chinese, by hiding in the brushwood suffered some 600 of the French force land and come within easy range of their guns before they appeared. The Chinese General, Tso, then led the attack upon the rear of the French and the troops became panic-stricken. The Chinese killed se venty men und captured one gun. They also beheaded twenty-two French corpses, but desisted from that borrible work upon protest from the British Consul. Chinese loss was 200 kille I and wounded. The fighting lasted five hours, at the end of which time the French retired to their

There are some errors in this account. The French, for instance, were not panic-stricken, of Enquiry respecting the collision between but withdrew in pretty good order, although | the steamer Yamashiro Maru, Captain they are said to have left a machine gue Steadman, and the barque Sumanoura in the hands of the Chinese. Probably, however, both Admiral Courbet and the Times correspondent have to complain of and duly deliberated on the whole of the the mangling of their telegrams in the course of transmission. One cannot believe, opinion that this unfortunate disaster rests for example, that the Times' correspondent sent home the following telegram respecting displayed by her master at the time of and fighting of which nothing whatever has been subsequently to the collision, in not reverspreviously learned in Hongkong :-

French loss was trifling.

taken place at Tameur up to the 17th of sider this will fully meet the requirements Death, and V. Alonco, as a jury. wonderful than another describing the riot in Hongkong. Here it is !-

Hongbong, October 15. There was a riot L'Economiste Française mentions a fact with here to-day. The police fired on the mob and several persons were killed. The Chi- which our readers are perhaps unacquaintnese Government has forbidden any trade jed, but which we believe to be beyond in firearms between Europeaus and Chinese. The general opinion here is that the arbitrary regulations of the Chinese officials are George Bowell's appointment to the novrepidly increasing the auti-English feeling senorship of Hongkong was in the words among the natives,

organ in the press like their parents. It tion. But there can be no doubt that the requires no very great stretch of imagination | choice of the Colonial Office was well-diindeed to laney the babes of a not very rected when it fell upon a man who to high distant future flippantly discussing the administrative abilities adds a geniulity of quality of their pap in the columns of their | character that cannot fail to re-invest his journal, of possibly communicating carica- | office with all the popularity it forfeited by tures of their nursemaids, and satirical the indiscretions of his predecessor. Hong comments on their pas and mas. The com- kong, for the rest, is by no means a favorite ing Baby may, indeed, Iull itself to sleep | post, Combined with its evil climatic rewith a copy of its journalistic organ, or putation, people have learned to look upon initiate sweeping reforms in its nursery by it as a place where the loyalty of the in-

France is that she has had quite enough of the judicious destruction which Ferry declines to call war; that the bombardment of small scaports does not appear to carry things much further, and that a big expedition against the Ohinese empire is not to be thought of. The vision of Tonquin as a home for colonial enterprise, which is always laughed at by the cynical pens of the stay-at-home journalists of the boulevards. has disappeared.

London. October 12. -The Paris correthat China a week ago made the following American Government: The Chinese forces to withdraw from Tonquin : Keelung to be temporarily occupied by the French, until the conclusion of the six months' armistice, the dispute being meanwhile settled by the arbitration of America. The correspondent adds that Berry objected to the last suggestion, asking why China could not make the proposition directly to him.

London, October 11.—An ultimatum has been sent to the Transvall Government by Great Britain. It alleges repeated violations of the treaty and acts of violence committed by the Boers beyond the boundary lines of the Transvanl country. It domands of the Transvaal Government due satisfaction for these acts, the repression of Boer filibustering and the thorough ob servance of the articles of the last conventions entered into by both countries. It is reported that the British War Office is all ready preparing an expedition of 8000 men to proceed to South Africa, a portion of which will be drawn from the East India army. The withdrawal of the proclamation annexing the Monteias territory is not experted to alter the position of affairs, as the

London, October 14.—A speck of war is found in the communications which have passed between England and France in regard to stopping and searching of English vessels on the Chinese coast for contraband papers really represents what Admiral war material. It is said England protested against the orders given to the French comnanders of war vessels, and that the correspondence between the English and French Cabinets is getting warmer than is warranted by ordinary diplomatic courtesy. It is known that England demanded searching inquiry as to the circumstance of overhauling English steamers and a casus belli may be established, if it is ascertained that goods innocently exported by Englishmen have been seized.

> London, October 14.—The marriage of Foote of the United States navy, and Lord Montague Paulet son of the Marquis of Winchester, took place to-day at St. George's Church. United States Minister Lowell and a large and fashionable company were present. After the wedding breakfast at Kensington Palace, the newly married couple started for Nice. The wedding presents were many and costly. Queen Victoria sent an antique diamon | bracelet and a gold breakfast service. 'blie Prince and Princess of Wales sent a diamond necklace and an Indian shawl. The beauty of the American bride was much admired. The entire trousseau was of American man ufacture and commanded general admira-

of several nouns in conjunction-that is immediately before the 'and,' an esteemed correspondent writes to us :\_\_\_\_

Sir, -It is a rule with the highest authorities in pointing a sentence with three or more nouns in conjunction to put a comma after each one but the last. Take for instance the first sentence in the Queen's Journal :- At five o'clock in the morning we left Windsor for the railroad, the Duchess of Norfolk, Miss Matilda Paget, General Wemyas, Colonel Bouverie, and Mr Anson following us. Lord Liverpool. Lord Morton, and Sir James Clark, who also accompany us, had already gone on to Voolwich. This is the Queen's English. Arthur Helps also writes about 'England. Ireland, and the Channel Islands. Might I venture to suggest that if this rule were followed what is printed in Hongkong would be much nicer to read?

THE following is the Judgment of the Court Maru, Captain Spiegelthal :-

The court having most carefully weighed evidence as clicited during the 6 days of the enquiry, unanimously concur in the entirely with the Yamashiro-maru. But taking his engines immediately the accident occurred, but quietly and calculy waiting London, Oct 17 -A Foochow despatch until the whole of the crew of the barque to the Times says :- Another engagement were on board his vessel in safety; then has been fought on the shore of Tameui. only going astern so as to clear the barque; Three thousand Chinese were killed. The and having rendered all the assistance, required he proceeded to Yokohama: We This advice is quite fresh news here. As do herewith adjudge that the master of the tracy this morning by the Coroner, Mr A Yamashiro-maru be censured, and cautioned to be more careful in future, and con-October. But this telegrape is not more of the case, and we advise that the cartificates of all (now in the possession of the court) be returned."

> question; namely, that the motive of Si of the Longwiste- de remedier à une situ- of

sour, Sir John Pope Hennessy, n'avalent pas laiseé, à certain égards, de rendre difficile.' Such a task, must have been dispost ranking considerably below those he and infants will honceforth have their had already filled with credit and distinchabitants, however profound in reality, finds a minimum of outward expression. Governors come and go without passing under any of those triamphal arches, or coming the objects of any of those popular demonstrations which elsewhere mark the arrivals and departures of the Queen's representatives. Such things are, of course, nnessential. But they are pleasant, for all that. They are a form of sympathy, and whatever may be the verdict of stiff-necked practicality, it is certain that duty without sympathy taxes the strength of the strongest. Hongkong too, however quick it may be to detect and resent errors, seldom recognises the high qualities of an administrator till they have become memories of the past, and this peculiarity does not add to its recommendations as a place of ser-

proposition to Premier Ferry, through the | Molle. Théo is, as I announced last week, | stout man. says a writer in Figuro, learning English. Her industry has had one startling result. Recently, when a Herald reporter called on her, she greeted him in English.

vice.—Japan Mail.

most charming of foreign accents; 'Ah, what a dem hot day that we have had 'Ye-ss; a hot day,' replied the reporter.

You have suffered much from the heat?' 'Oh; dem, dem, dem,' cried the dira, with a despairing motion of her shapely 'I beg your pardon?' exclaimed the re-

porter, somewhat startled. say that I have suffered dem. dem much, said Mdme. Theo, with a sweet,

'Indeed!' stammered the reporter.

is? Tell me, quick! Well, Madame, answered the reporter, 'the word—ah—'dem' is rarely used English except by Mr Mantellini.' "Ah, mousieur, figures vous," cried the

diva, the bosom of her Mother Hubbard tossing tempestuously, 'that horried word was taught me by Monsieur Grau. My Boers continue to hold a grip upon the English teacher was unwell this morning, and Monsieur Grau volunteered to instruct me in her stead. 'Well, what did he teach you that that word meant?

'He said that the word 'very' was the English for tres. But when one wanted to be very forcible one did not say 'very,' but 'dem.' That word, he said, was a sort of superlative of 'very.' Thus, you see, my dear Madame Theo,' the wretch remarked, 'how very rich; forcible, and expressive is the great English language

'I thought,' continued the diva, 'that the word was an equivalent for excessivement, and, ah! I have been dem-ing all the visitors who have called upon me during the last two hours. The diva buried her face in her hands and

CRICKET.

A. TO G. versus H. to Z. the A. to G. representatives resumed their innings. D'Aeth and E. J. Coxon, the two not outs yesterday, going first to the wicket. D'Aeth, playing in capital form. made 40 before unfortunately getting run while Coxon made the next best score of the day with 25. When the last wicket fell, the A. to G. team had scored 134. The H. to Z's then started their second innings, which was finished for 108. The light was very bad towards the finish, or some of the scores would probably have been higher. The match was therefore decided in favour of the A. to G. representatives, on the first innings, by 48 runs. Hendry and E. J. Coxon were bowling in capital form, the latter taking 8 wickets in the second innings of the H. to Z. team for 33 runs, giving the very high average of a wicket for every

-The Band of the Buils performed on the ground during the afternoon, but owing probably, to the dull weather the attendance of spectators was smaller than usual. The following are to-day's scores :-

A. To G .- FIRST INNINGS.

G, G. H. D'Acth, run out,....

1 TL. C. FIMEDIAN	ly XUM DUDGARIANANIAN INDICATION AND AND AND AND AND AND AND AND AND AN
V. T. Bunbury	, b Hendry,
E J Coron c	Vertue, b Maturin,
To Therese & T.	and the property of the second
ի բուրարար, ուս	endry,
G. S. Coxon, c	Vertue, b Ross,
H. Foss, b Hen	dry,
A. Covor, not	out,
Major Corbert	a le Effortiere
minjor cocman	c, b Hendry,
Capt. Gordon,	b Hendry,
i A. Cottell	<b></b>
E. E. Dear, b I	fendry
F	thas
	70
	Total,
	."
7.5	Z-Second Issues.
41.70.733	ZA BERNALI BANIAGA,
C. P. Lioyu, ru	n out
H. H. Taylor, o	Bunbury, b D'Aeth,
F. S. C. Hare.	run out,
J. C. C. Hende	y, st Foss, b Coxon,
77 / 717 1 /	OXOD-
	11 TE - 1 TE - 1

THE DOUBLE MURDER AT TSAT-TSZ-MUI.

H. Vertue, e Bunbury, b Coxon, .....

C. B. Vyvyan, c Bunbury, b Coxon, ...

H. H. Mitford, b Coxon,

The adjourned inquest upon the remains of the unfortunate man and woman cruelly murdered and mutilated at Tsat-tsz-mui on the 5th inst., was resumed at the Magis-G. Wise, and Mesers L. Downes, A. D.

Twenty-one men, a woman and a boy, damages, who have been arrested by the police, on suspicion of being connected with

Dr Marques, Superintendent of the Lock the 7th inst., two lower human

limbs of an adult woman; quite fresh. He found a portion of the pelvis attached to each limb; there was also a part of the as it did, the temporary acceptance of a large intestine, the uterus and left overy. The pelvis was divided down the middle and the sacral bone boro the marks of several strokes from an axe or chopper. From the appearance of the remains he would be inclined to believe that the strokes

> which severed the limbs had been the cause of the woman's death. On the 9th inst., about 11 a.m., the leg of a male adult was sent to the mortuery, and at 1.40 p.m. the same day, another leg; these two limbs were somewhat decomposed. There was a mark of an old injury just above the toes of the left foot. On the 10th; at 10 a.m., some portions of viscers were received at the mortuary; they consisted of the heart, lungs, stomach and two kidneys. The contents of the intestines had been pressed out, but the stomach was intact, and much distended, as was the usual condition with people who lived upon rice. From the small size of the lungs and heart he believed that the viscera belonged to a

below the pelvis; they were those of

to one person. The legs of the man had apparently been divided by one blow of a (the Captain) had assisted the third sharp instrument. From the appearances 'Good day, sir,' she exclaimed, with the he should say the limbs were those of Asiatics, probably Chinese, from the colour of the skin.

Wong Ayin, whose evidence was obtained with some difficulty, owing to her being overcome by her emotions, stated that she was the wife of the deceased man. Li Asun, who was 34 years of age. She had , seen the remains of the deceased man at the mortuary and identified them as those 'Ah,' cried Minde. Theo, 'I see that I of her husband. He had lived at Yeong forward on the starboard side, and told all have made some dem big error. What it Lok Lane, Sai-ying-pun. She last saw her husband at 3 p.m. on November 4th, in his the Captain ordered him back to house. He went out then, saying he was going to Sze Chuan-wan (Quarry Bay) to get food to support his family, and would return next day. He did not return on the 5th, and on the 6th she took her son with her and went to Sze Chuan-wan to make enquiries. She heard there that her husband was lost. She went to the son of one Ching Sun and asked him about her husband and was told that he had been there and that he was killed by some men. then went home but returned the next day to make further enquiries. She asked the people at Sze Chuan-wan and they said they knew nothing about it. She take deponent in the ship and make him asked the little boy, the son of Ching Sun, again and he told her the same as before. went back to make enquiries; on the way she met the police with portions of the body and after that she identified part of her husband's body.

ployed by Li Ching Luk as a cook, at Sze

dock, but she recognised the woman there as her late husband's mistress, i.e. the wife of her husband's master, Li Ching Luk. She did not know who killed her husband, nor why he was killed, unless it was because he was poor. She did not know if anyone had a spite against him; she only knew he worked at Sze Chuan Wan. She identified

the jade stone bangle produced as belonging to her husband; he was wearing it when she last saw him. Mr Wise then adjourned the enquiry, first proposing next Tuesday for its continuance, but as one of the jurymen had been summoned to appear as a juror at the Criminal Sessions of the Supremo Court

on that date it was decided to continue the

enquiry on Thursday next, the 20th inst., at 2.30 p.m. One of the jurymen kept the Court waiting this morning from 12 o'clock until 12.25, but having on his being sent for, explained to the Coroner that he had been misled by a statement in the Daily Press or locks to hinder him, but he might have that the inquest had been adjourned till Monday next, he was excused.

SUPREME COURT IN SUMMARY JURISDICTION.

(Before the Hon. J. Russell, Prime Judge. Saturday, Nov. 15.

GEO. COREETT v. JOHN HAMILTON. \$500. Mr D. Caldwell appeared for the plaintiff, and Mr J. J. Francis represented du-Mr Caldwell, in opening the case, stated

that his instructions were that the plaintiff. who was formerly a seaman on board the American ship Undannted, was, at seven o'clock on the morning of the 30th Oct. ordered by the defendant, master of the same vessel, to go into the forecastle of that vessel, and that this was done in a way which amounted to an arrest, Plaintiff was kept there all that day, and at aix o'clock the following morning the door was locked and it was not until about half past two in the afternoon, that he was released During that time, he had nothing to cat or drink; the Captain having given instructions to the steward that he should not be supplied with anything to eat or drink. Plaintiff was, therefore, from six o'clock of the evening of the 29th until the afternoon of the 31st without food or drink of any kind. The plaintiff held that the whole of the captain's actions were unjustiable and for that reason he claimed these \$500

George Corbett, sworn said he was stely a segment on board the American ship Un founted, from which he was dis. The reason he did not complain to the murder, were present in custody during the charged on Monday last. He signed Captain was that in the early part of lover; and then, thinking he must show articles at Cardiff on the 27th April, and the voyage, a seaman complained to him, sailed for Hongkong on the 20th April, and the only answer the seaman was that the plaster on the and arrived here either on the 21st or 22nd | the Captain punched him in the eye Hospital, stated that at about 0 p.m. September. Three weeks after the ship's Plaintiff denied that he had stirred up the arrival, he was subposused to attend the rest of the crew. There was a crew of Harbour Master's Office to give evidence | Manila men came on board on the Friday against the third mate. The Captain sent morning. an examination for plaintiff, asked for the subposes, got it! Mr Francis :- And don't you think the

morning he asked the chief mate and second pose of securing the men's clothes? mate if he could go on shore, and he was Plaintiff :- And securing my safety at the told they had the captain's orders not to let

Mr Francis here objected to anything subject? said by the chief and second mates being taken as evidence. Mr Caldwell said the case very much de-

pended on the threats then held out, and shipped the justification for the plaintiff not roturning to the vessel. His Lordship said he did not think this had anything to do with the case. Mr Francis said this was an attempt to

excuse the man's prior desertion of the Captain Thomsett. occause he imagined the defence would be that the man deserted from the ship.

uestions being asked, Mr Caldwell was not showing false imprisonment. who had been injured who was in the fore- anybody any food, The legs of the male found were severed except the cabin boy. The Captain sent there was in the forecastle. Before the their grievances set to rights. There is no for the crew to come aft. On coming aft crew went on shore on Thursday they complaint they had. Witness said his The legs of the woman clearly belonged reason for not turning to was that the by going to the carpenter, and, after but thought they had a positive clue to the

man and injuring his eye, and that he from the main tank. officer to escape from the ship, and that he (plaintiff) would not turn to until he saw iustice done. Plaintiff saw the Captain send the third officer away in his own sampan, Thomas Walsh was the man injured. After plaintiff had given his reason, the Captain called the Steward and said to him : this man nothing to eat.' All hands were ordered forward. Shortly after he called all the crew aft separately. When plaintiff went aft, the Captain gave him an account of what he had had out of his clothes' chest. Plaintiff signed this, and then the Captain told him he would discharge him. About fifteen minutes afterwards the Captain came the forecastle hands he intended to discharge them. On plaintiff coming out, forecastle, and to stop there. also said: 'I do not intend to pay off. I mean to take you out of harbour in this ship. Plaintiff went into the port half of the forecastle. He had nothing whatever to cat that day, and nothing on Friday until two o'clock in the afternoon. He then got some food from a sampan man, through the window of the forecastle. As he was taking these things the cabin boy, who had been on shore, brought him some of his own food. There was only half a pint of dirty water in the forecastle; it was mostly sediment. Friday morning the chief mate asked him if he wasturn to, and he again refused. Him reason for refusing duty was the same as it was the day before, only it had been aggravated. He had heard the Captain say he would smart. A few nimutes after the chief officer asked deponent to turn to, he heard the Captin any to the chief officer :- 'Is

On the 9th she consulted her relations and | this "beauty" here still, or has he turned His Lordship to Plaintiff:—You thought yourself a 'beauty'

Plaintiff: -It-could-not-refer-to-any In answer to further questions put by In July last her husband had been em- | Mr Caldwell, plaintiff said the Captain asked him if he was to turn to, and. being answered 'no, sir,' said: you can stop there. He afterwards heard She did not know any of the men in the | the Captain order the chief officer to take him (the plaintiff) out of the port and put him in the starboard forecastle and put a

lock on the door. This the chief officer did. Plaintiff afterwards described how ! get a message sent ashere to the Harbour Master through two of his shipmates, and his release. An Inspector of Police and four constables came on board and took him off. He was ultimately discharged from the ship on Monday evening.

Cross-examined by Mr Francis, plaintiff said he signed the account shown him by the Captain without the prices filled in. If he had seen the prices he would not have signed it. He was not \$31 in debt to the Captain; the Captain fold him he was only due 87 cents. He had not a ship morsel to eat on Friday. The other men before leaving on Thursday, emptied the biscuit barge because they knew they could get nothing to eat on shore, as they had got no house to go. There were only a few crumbs left. A man would have had to be on the point of starvation before he would have exten the pieces about; they were not pieces of biscuits; they were filth. whole of the men, except the cabin boy and plaintiff himself, went ashore between seven and eight on the morning of Thurs-

day. He stirred out of the forecastle in the evening to get cooled a little. He did not do so during the day. There were no bars been knocked down. - The sailmaker did not come in that day, and offer him some meat, nor did the cabin boy. The reason he here in this case. The stopped ashore for the two days was because when he left the ship on the Sunday the Captain said: 'If you say a word on shore, or cause any inconvenience to me while you are ashore, I will settle with you. He had made no complaint that time, in

Plaintiff was here proceeding to explain how he considered it was no use complaining, when Mr Francis, who had two or three times before treated the plaintiff rather roughly, abruptly tried to stop him by saying sharply : - In fact you did not complain. Plaintiff, who has a slight stammer in his

speech :—I beg your pardon, but if you are I don't see why I should not be allowed to any circumstances, be lawful. say things to help my case. His Lordship remarked that plaintiff would have every opportunity of making

all explanations. In reply to further questions by Mr Francis, plaintiff said he had no struggle with the constable who came off with him; it did not amount to resistance. He wanted to speak to somebody before he went off, and the policemen allowed him to do so. He dare say he could have managed such a man as the policoman was I dignity. - New York Journal. if there had been a struggle. Plaintiff had seen both the Harbour Master and the Cousul, but he could not get any sactisfac. tion out of either of them. The Consul simply told him to clear out.

all possible reasons. Plaintiff:—That is a matter of opinion.

same time? Yes. Mr Erancis: You are an American Parliament buildings, destroying a consid-

Plaintiff :—I am English subject. not here for running away from home. Caldwell and also questioned by the Judge.

examined by Mr Caldwell on the general being held. The workmen all being away facts of the case, when His Lordship re- at dinner, nobody but one man was injured, marked that what was wanted was evidence and he escaped with a slight cut from a as to whether there was cruelty in the case piece of stone. The shock was very severe ship, for which he was sent on board by or not. So far as he could see plaintiff had all over the city, and the windows of the a grievance and was trying to make the houses in the vicinity of the explosion were Mr Caldwell said he asked those questions | most of it. . The deprivation of food would | badly shattered. be cruelty, but there was no evidence as to

His Lordship remarked that by the The witness then said he locked the were withdrawn this morning and a strong forecastle door, with Corbett inside, by guard of police established. No person was order of the chief officer. It had been allowed to approach the building or pass in Witness, resuming, said he went ashore, locked all day before. Corbett had no close proximity to it during the night, and on leave, on Sunday the 27th, and three meat or drink all Thursday, nor on Friday to-day a most vigorous watch is kept. The men came ashore the following day. They until witness gave him some in the after- excitement is unabated. Upwards of 40,000 lodged a complaint and the case was noon. While he was doing so, the Captain persons visited the scene to-day. All sorts heard on the 29th. Immediately after came along and ordered-him out of the of rumors are in circulation, one theory the case was heard, he went on board, forecastie. He was told by the second being that four strangers, who had lately and turned to immediately after. An mate if he gave Corbett any food the Cap- been employed there as workmen, had been Inspector of Police and a constable went tain would make it hot for him. He did acting in a most suspicious manner, and off with him to the ship. When the not see Corbett on deck at all. He heard | that one of them always remained behind Inspector left the ship he took away a man | the Captain tell the Steward not to give | in turn, while the other three went to din-

castle. About half past five next morning The evidence of the only other witness says he overheard a part of a conversation the chief mate came forward and ordered (Charles Hjortberg) for the plaintiff was carried on in the building between three or the crew to turn to, and all hands refused principally relating to what food and water four mon, who stated they would soon have he asked each member of the crew what emptied the biscuit barge and the water tank. More water could have been got night says he discovered nothing yesterday. third officer had been guilty of striking a obtaining his leave, pumping the water perpetrators. An inspection to-day of the

defence, by calling.

of the Undamnted, stated most positively that the Captain never gave orders to lock Corbett in the forecastle." Captain gave orders to move Corbett from the port to the starboard forecastle. captain gave orders to see that the men's clothes were not taken from the starboard forecastle, and witness locked the forecastle because he was going on shore. The orders given to the steward about supplying food were general orders, given after the crew refused duty. Both on the Thursday and Friday on which Corbett was locked up, there was both bread and water in both forecastles. Witness himself showed Corbett the bread on the Friday morning, when the latter complained there was no food. Witness himself took down the biscuit barge in the starboard forecastle, and showed Corbett there was bread. There were only pieces of biscuit, but these were perfectly cleau and eatable. He unlocked the forecastle door when he returned to the ship. about three hours after he locked it. Cross-examined, witness said he locked

the door on his own responsibility. locked the door for the sake of the clothes. He did not take Corbett for a bundle of

Mr Caldwell :- Did you not tell the Magistrate when before the Marine Court that you knew nothing at all about this ? Witness :-- No. I did not. I told him I had nothing to do with the ship, that I was

mate of the ship and not master. Witness afterwards said Corbett had free permission to go about the ship wherever he liked, and his being locked up must have been an accident. There was about a bucket of water in the forecastle on

George Stevens, sailmaker, said he saw Corbett walking around the deck on the 30th Oct. He gave him some most at dinner time. and also some soft bread at night. There were biscuits in the forecastle. About o'clock Corbett came to witness and asked for

apotof water. Witness gave him some water. In answer to his Lordship, witness said te gave Corbett about a pound of beef. He gave him the beef because he could He has 10,000 men in his employ, and has not eat it himself and he did not like to lately made \$2,000,000 in one transaction.

He was still on board the Undaunted. He does not contain one of his representatives. refused duty with others on the 30th, and He scorns the charge that he is a returned about eight o'clock on the follows speculator or gambler. Tam engaged in ing morning to get some tobacco. Corbett a legitimate business, he says, buying was then sitting in the port forecastle, and selling provisions for consumption. Witness got the key of the starbuard fore- My sole function is that of a distributor castle from the carpenter, opened it and to the markets of the world. He is stout, obtained some tobacco from his bag. Cross-examined, witness said the only

reason he knew of for the men refusing duty was that they wanted to go on shore. He had no reason for refusing duty; he was never struck by anybody on board the This concluded the case for the defence.

Mr Francis argued that even if everything the plaintiff alleged was perfectly true, the Captain would have been justified, accord ng to Maritime usage, in doing what he He argued that the Captain of an American ship was liable, under the Ame rican law, to prosecution for imprisoning one of his seaman in a foreign gaol, and that it was only in extreme cases, when the safety of the ship and crew required it, that this was justifiable. A ship captain's authority was analogous to those of a parent or schoolmaster; he is allowed by the law to enforce a certain amount of moderate punishment on his crew. Mr Francis also contended that the Captain was not bound to apply to simple one. for refusal of duty. It was apparent that the plaintiff's food was not stopped. The order given was a general one, because the whole of the crew had refused duty and made without any thought of Corbett. Probably if plaintiff had asked the steward he would have been supplied.

Mr Caldwell argued that the fact that plaintiff was detained while the others were sent ashore showed distinct animus on the part of the captain. Hethought plantiff's case had been clearly made out. The imprisonment might be lawful, but allowed to ask questions to help your case, total deprivation of food could not, under His Lordship intimated he would give judgment on Monday, at 12 o'clock.

HEADLINES-Wrinkles.-Life.

GASTEONOMY-Cooking with a gas stove.

are times when activity pays better than LIFE is Short—only four letters in it Three-quarters of it is a 'lie,' and a half of

Evan a baseball umpire finds that there

it is an if." HAVE you given the gold-fish fresh water as I told you, Marion ! Marion ! No. Mr Francis :- I suppose for the best of ma'am; and why should I! Sure they haven't drunk what they have yet !'-Judge. Don't I look nice? said she; 'I've go! a full plastron. Have you! said her

> She was admiring herself and a twenty. five dellar spring bonnet. Do you think it is becoming, dear? she asked of her young husband. Yes, I do, was his response; I think it's becoming very decidedly dear.

more interest, said . Where have you get

THE DYNAMITE EXPLOSION IN CANADA: Quebec, October 11 .- About I o'clock this morning an explosion occurred at the new

erable portion of the machinery and windows of the building, which was just being And you ran away from home !- I am roofed in. The general impression appears to be that the explosion was caused by Plaintiff was then re-examined by Mr-dynamite, but as none of this compound was used on the works, the mystery is how William Hammetti, ship's boy, was being it came there. An investigation, is now

Quebec, October 12 .- The troops placed around the Parliament building last night ner. A prominent civil service employee

The Chief of Police, Colonel Vohl, todamage shows that the hole made by the Mr Francis then opened his case for the first explosion is much larger than was reported yesterday. The damage done by

Thomas Robinson Meade, chief officer the second explosion is less conspicuous. but the cost of setting it to rights will involve much more money. It is now thought the entire wall will have to be taken down on the northeastern side of the house, involving a cost of \$25,000. It is thought the contractor, Charlebois, will add another reward of \$1000 to that aiready offered by the Government for information or the arrest of the parties implicated. Tho building now will not be completed in titue to permit the Parliament to hold sessions there this year. Quebec, October 14.—The four men sus:

pected of causing the explosion at the Parliament buildings on Saturday ranged in age from 40 to 21 years. They all occupied the same room, in which there were two double beds. Mmc. Nolin, the landlady, not understanding English, could not make anything out of their conversation. Two of the men seemed to have all the linen they had with them on their persons. They were in the limbit of paying for each meal as they partook of it and also of paying for their beds each morning. On Thursday last the youngest of the party left, taking with him a heavy valise, and did not afterwards return. All seemed to be well supplied with American money, which, itseems, they had some difficulty in getting exchanged for Canadian money to pay for their board. On Saturday afternoon the guardian of the Quebec Central depot at Levis stated that he had on Friday heard men speaking in reference to an intended explosion in front of the station and that he at once communicated what he had heard to the police of Quebec and Levis.

Beware of green fruit. The fruit cannot help being green, but you can .- Lowell

A FISH-POLE which registers the number of fish caught is the latest novelty. The anglers of the country will regard it with

PRILIP Armour, the pork king of the Northwest, is said to be worth \$25,000,000. He rises at 5 o'clock daily, and works Joseph Lockhart, a Frenchman, said he harder and longer than any of his cierks. had served three years in the Americannavy. There is not a great city in the world thatbelow the average height, and beardless.

THE first paper floor ever laid has just been completed in the new rink on North Pennsylvania street in this city. This floor is made by pasting and pressing straw boards together under a powerful hydraulic press in the same way as the discs of the paper car wheels are made. When these blocks are perfectly seasoned and dried they are cawed up into flooring boards and laid with the edge of the paper forming the surface of the floor. This surface is and-papered until it is as smooth as one vast sheet of ice, and the adhesive quality f the paper prevents any slipping of the roller upon the floor. The floor is without joints, perfectly smooth and comparatively wiseless. —Indianapolis. Journal.

CHINA COAST METEUROLOGICAL REGISTER

	т 4 г.м.—   Барі - В		y.	Win			
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The Barometer is steady over Luzon. but is falling in the North. The Temperature has fallen here but, is steady or rising elsewhere. Gradients indicate moderate or

W. DOBERCK. Government Astronomer. Hanglong Observat ry, November 15.

1. Banouerna, reduced to 82 degrees Fahrenhelt, and to the level of the sea in inches, tenths and hundredthe. 2. Temperature, in the shade in degrees, and tenths. Fahrenheit. 8. Aumentry, in percentage of saturation; the humidity of air saturated with moisture being

4. DIRECTION OF WIND, to two points. 5. Force of Wind, according to Beaufort 6. State of Whathen. b blue sky, c de. tached clouds, d dribating rain, f tog, o gloomy, h hail, I lightning, o overcest, p parsing showers.

q squally, r rain, a snow, t thunder, v visibility 7. Rais, in inches, tenths and hundredths.

SHIP SIGNALS AT SEA. RULES OF THE OCEAN ROAD BY WHICH NAVIGATORS ARE GOVERNED. (D. C. M., in the Brooklyn Eagle.)

At night, when flags cannot he seen, ships rely chiefly on their lanterns for signalling. Lamps are hung out with general observance of the same system, modified to suit the altered circumstances. For instance, a name or sentonce expressed in the day time by four flags ranged one under another, would at night be denoted by four ship lamps similarly arranged. Bags, or pieces of red bunting, are kept at hand to cover one or more of the lamps so as to provide a permutation of white and

This leads us to speak briefly of rule of the road at sea,' in which signaling plays so important a part. Some sort of rule is necessary, or ships would be smashing each other every night. When the schooner James R. Powell sent luckless Tallapoosa to the bottom of the sea the other day were the orders on board the latter issued with due regard to the rule of the road? And what a terrible disaster was that of the State of Florida all caused by the chief officers overlooking the probabilities of collision-slighting, in short, the rule of the road. Aurora is coming north to south and the Jupiter is going from south to north, how are they to know each other's movements and intentions? And if they do not know, how is the danger of collision to be avoided! The difficulty is not removed by hanging out brightly gleaming lanterns at night; they suffice to show that a ship not denote whether the ship is advanc-

ing or receding, crossing at right angles

or veering diagonally. A serious matter this, in all its parts for the annual wreck charts contain many a black spot denoting a shipwreck, in consequence of one or the other of two ships having failed in observing the rule of the road. No wonder that the great maritime nations of the world have been anxious to establish something definite on the point, but there have been great difficulties about it, and it was only after prolonged negotiation and discussion that all the leading maritime nations consented to adopt the self-same rules. The international regulations of the present day in regard to the rule of the road at sea are accepted and acted on by the United States. Great Britain, France, Belgium, Holland, Denmark. Prussia, and maritime Germany Sweden, Russia, Turkey, Greece, Austria, Italy, Spain, Portugal, Morocco, Peru, Chili, La Plata, Brazil, Hawaiian Islands and Hayti. Nevertheless, although international regulations are adopted, all is not peace or contentment. Collisions at sea are grievously numerous, and discussions are always going on touching the

necessity for change in this or that rule. Let us now see whether the chief items in the rule of the road at sea can be made intelligible to the general reader by stripping off the technicalities which are so embarrassing to landsmen. In the daytime and in clear weather ships can be seen passing ships and the distinguishing flags which they hold out. At night bright lights are relied upon, instead of flags, while in foggy weather some kind of noise or

sounding instrument is indispensable. In the first place, a steamer under said and not steam is considered as a sailing ship : whereas a steamer under steam, who ther under sail or not, is to be treated as steamer. Lights are to be displayed by all ships in all weathers, from sunset to sunrise. A sea-going steamer carries a light on the foremast top, another on the starboard or right hand side of the vessel, and another on the port or left hand, the first of these being white, the second green, the third red. The first must shed its beams more than half round the compass, while it will suffice, if each of the other two commands a little more than a quarter of the compass; all three lights must be strong enough to be visible two miles off on a dark night with a clear atmosphere, the white. green and red standing out with full distinctiveness. Steam tugs when towing other ships, carry two bright white masthead lights, one over the other, in addition to their side lights. Sailing vessels have a system of their own, and this is necessary, because they can neither get in the way nor out of the way so quickly as more swiftly moving steamers. A sailing ship under weigh, or in tow, carries green and red lights like steamers, but no white masthead light. Small sailing vessels in bad weather are often so circumstanced that their green and red lights cannot conveniently be fixed in the usual way. such a case the lights are kept on deck.

All ships, whether steam or sail, when at anchor in roadsteads, display a large globular lantern at a higher level than the green and red lights of seagoing steamers; the lantern sheds out a clear, uniform and unkroken light visible all round the horizon to a distance of a mile. Sailing vessels carry a white light at the mast head, visible all round the horizon, and also a flare up light displayed once every fifteen minutes: but none of the lights described above. Fishing vessels and other open craft are not required to display the red and green side lights; they may use a lantern with a green slide on one side and a red slide on the other. On approaching any other vessel the lantern is exhibited in such a way that the green slide shall only be seen on the starboard side; when at anchor a single bright white lamp will suffice: but these vessels may also use flare up lights if the skipper deem such a pre-

their respective sides of the vessel, ready

for instant exhibition. When another

ship is seen approaching, the small vessel

We are hitherto supposing that the night, though dark, is clear; but if fog is too dense to permit lights to be seen at night or flags by day, the pilot or captain then appeals to the sense of hearing. Every five minutes, at the very least, a steamship under weigh sends a piercing blast through a steam whistle placed before the smoke stack, at a height of not less than eight feet above the deck; while a sailing ship uses a fog horn. All alike, steam and sail. use simply a fog bell when not under

caution expedient.

But the rule of the road is not defined by the sights or sounds themselves. This is determined by the instructions given for the guidance of mariners when two ships are about to meet, cross or pass each other; and every clause of the instructions, when translated into ordinary language, means 'Ke p out of the way! The ships with their flags by day, their lights at night, and their fog signals both by day and by night, tell the experienced mariner whether two vessels are about to approach each other and in what direction: and then his code of instructions tell him to act as follows: If two sailing ships are approaching each other nearly end on, or head to head, so as to be in some danger of collision, the helms of both must be put sto port, so that each may pass on the port side of the other. This precept applies only to cases where the two ships are so nearly in a straight line as to involve the risk of collision. The same rule is followed if the two vessels are steamers; but if the one is a steamer and the other a sail, the

former must keep out of the way of the latter, on whichever side it may be. This is, of course, due to an appreciation of the fact that a steamer can turn and twist out of harm's way more handily than a sail-

Where two sailing ships are crossing, the path of each being at, or nearly at, right angles to that of the other, the rule reads technically bewildering to landsmen: 'If they have the wind on different sides, the ship with the wind on the port side shall keep out of the way of the ship with the wind on the starboard side, except in the case in which the ship with the wind on the port side is close hauled and the other ship free, in which case the latter ship shall keep out of the way. But if they have the wind on the same side, or if one of them has the wind aft, the ship which is to windward shall keep out of the way of the ship which is to leward.' The rule is much simpler in reference to steamers; it is to the effect that when two steamers are crossing the ship which has the other on her own starboard side shall keep out of the way of the other. If a steamer and sailing ship are crossing each other's paths diagonally or rectangularly, the steamer must keep out of the way of the sail. Many disasters are caused by neglect of the following plain rules: 'Every steamship, when approaching another ship so as to involve risk of

collision, shall slacken her speed, or, if necessary, stop and reverse; every steamship, when in a fog, shall go at a moderate speed, and every vessel overtaking any other vessel shall keep out of her way. The system of fog signals now in use is mainly of American origin, and was almost viously understood agreement they would universally adopted on the recommendations of the experienced commanders of the splendid liners plying between New York and the chief European parts. These signals are chiefly two, viz., one short steam blast to denote 'I am porting,' and two to denote 'I am starboarding.' In this way

two ships can exchange information as to the directions in which they are steering, a fog prevents either from being seen by the crew of the other. Two other signals were added to these a few years ago, viz. : Three short blasts to denote 'I am taking care, and four short blasts, 'I am going full speed astern, if a steamer, or, 'I am in stays,' if a sailing ship. The rule of the road, as at present administered, is made up pretty nearly of the classes or items above succinctly described. . .

REGULATIONS FOR THE EXCHANGE OF MONEY ORDERS AND POSTAL 1.—Money Orders or Postal Notes are

issued on the following countries and South Australia. Straits Settlements. Constantinople. Tasmania. United Kingdom.

Western Australia Oneensland. 2.—The Hongkong Post Office also issues orders on Shanghai, and vice versa. 3. -The commission is as follows-(according to the currency the order is drawn

Up to £ 2, or \$10, or R 20,.....0.20 cents. £ 5, or \$25, or R 50,.....0.40 ,, £ 7, or \$35, or 1 70,.....0.60 ,, ,, £10, or \$50, or R100,.....0.80 ,,

11150,... \$1.00. 4.—No Order must exceed £10 or \$50 unless drawn on India, when R150 is the imit), nor will more than two such orders he issued to the same person, in favour of the same payee, by the same mail. 5.—Sums not exceeding \$50 may be re-

mitted between the Ports of China by means of Postage Stamps, subject to a charge of one per cent. for cashing them, or Money Orders can be granted on Ports where there are agencies of the Hongkong Post Office.

6 + Postal Notes of the values named below payable within three months at any Post Office in the United Kingdom, at Gibraltar, or at Constantinople can be obtained at Hongkong or at any British Post Office in China at the following prices, which include Commission :-

All money orders on the United Kinglone for sums not exceeding £5 applied for

at Hongkong or Shanghai will be granted or means of these Notes. 7 .- The perchaser of any Postal Note should keep a memorandum of its date and number. He must fill in the Payee's name before parting with it. He may also fill in the name of the Office where payment is to be made. If this is not done the note is payable (within three months) anywhere in exhibits her lights in sufficient time to pre- the United Kingdom; at Gibraltar, or at Constantinople. Any Postal Note may be crossed to a Bank.

8.—Postal Notes should always be for warded in Registered Covers. If this precaution is not taken no enquiries whatever will be made as to the loss or alleged loss of any Note. No refund can be made 9.—Postal Notes issued in the United

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TO LET.

Kingdom are not payable in Hongkong or

NTOS, 1 and 6, RICHMOND TERRACE, Bon N ham Road. The Premises lately occupied by Mossrs. SAYLE & Co. ('VICTORIA EXCHANGE') in Queen's Road, with Dwelling-house above and Godown on Ground-floor. To be let either in conjunction with Store or separately. Possession from 1st November next.

H. A. WOOLNOUGH,  $Hougkong\ D$ ispensary. Hongkong, October 11, 1884. 1731

TO LET.

BUNGALOW at the PEAK.

c/o. THE OFFICE OF THIS PAPER. Hongkong, October 29, 1884. TO LET.

REENMOUNT, BONHAM ROAD; from T the 1st of September, 1884. GILMAN & Co. Hongkong, July 21, 1884.

ATO, 25B, PRAYA CENTRAL. Nos. 2 and 8, SEYMOUR TERRACE. Nos. 2 and 3. Pedder's Hill. UPPER FLOOR of No. 6. QUEEN'S

ROAD CENTRAL (OVER ATACK'S STORE). DAVID SASSOON, SONS & Co. Hongkong, October 31, 1884.

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FOR SALE. EXTRA FINE QUALITY FRENCH BUTTER, BRAND 'DUC DE NORMANDIE, THE OLDEST BUTTER PACKING ESTABLISHMENT IN NORMANDY.

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TN 11b tins and Cases of 48 tins each Sold in Quantities of not less than one dozen tins, at \$6 per Dozen. Reduction made to Purchasers of one case and upwards. G. R. LAMMERT,

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A Reduction of ter per cent, will be allowed to purchasers of Ten or more copies. This Standard Work on the Chinese Lan-

guage, constructed on the basis of Kanghi's Imperial Dictionary, contains all Chinese characters in practical use, and while alphabetically arranged according to the sounds of the oldest dialect of China, the Cantonese, it gives also the Mandarin pronunciation of all characters explained in the book, so that its usefulness is by no means confined to the Cantonese Dialect, but the work is a practically complete Thesaurus of the whole Written Language of China, ancient and modern, as used all over the Empire, whilst its introductory chapters serve the purposes of a philological guide to the student. A Supplement, arranged for being bound

and used by itself, and containing a List of the Radicals, an Index, and a List of Surnames, will be published and sold separately.

LANE, CRAWFORD & Co. Hongkong, January 15, 1883. WASHING BOOKS.

(In English and Chinese.) TATASHERMAN'S BOOKS, for the use VV of Ladies and Gentlemen, can now be had at this Office. - Price, \$1 each. CHITA MAIL Office.

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Godown of the Undersigned.

delivery of their Goods.

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Hongkong, November 7, 1834.

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RICE, shipped by Compagnie Française

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informed that their Goods have been landed

and stored at their expense and risk in the

FROM NEW YORK,

AMERICAN SHIP LUZON.

THE above Ship having arrived, Con-

in their Bills of Lading to the Undersigned

for countersignature, and to take immediate

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Vessel will be landed and stored at Con-

COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND

No Fire Insurance will be effected.

Hongkong, November 8, 1884.

signess of Cargo are requested to send

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NOTICE.

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STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS.

NAPLES, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; 1683 BORDEAUX, LE HAVRE, DUNKIRK, LONDON AND ANTWERP.

> ON TUESDAY, the 18th November, 1884, at Noon, the Company's S. S. PEIHO. Commandant BRETEL, with MAILS, PASSENGERS, SPECIE, and OARGO, will leave this Port for the

above places. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted until

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 17th November. (Parcels are not to be sent on board; they must be left at the Arrency's Office. Y Contents and value of Packages are re-For further particulars, apply at the

Company's Office. G. DE CHAMPEAUX, Hongkong, November 6, 1884.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF NEW YORK will be despatched for San Francisco, via Yokohama, on WED-NESDAY; the 19th Instant, at 3 p.m. taking Passengers and Freight for Japan, the United States, and Europe.

portation to Yokohama and other Japan and South America, by the Company's and the Wharves or Boats delivery may be obconnecting Steamers.

Through Passage Tickets granted England, France, and Germany by all trans-Atlantic lines of Steamers. RETURN PASSAGES.—Passengers. have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance or 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year,

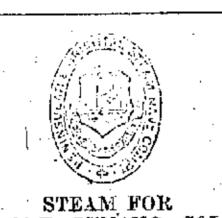
Return Fare. These allowances do not apply to through fares from China and Japan to Freight will be received on board until 4 p.m. on the 18th Instant. Parcel Packages will be received at the office until 5 p.m .. same day; all Parcel Packages should be

will be issued at a Discount of 25 % from

marked to address in full; value of same Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central. F. E. FOSTER,

Agent.Hongkong, November 3, 1884.



SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA GIBRALTAR, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON;

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA. N.B .- Cargo can be taken on through Bills

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NAVIGATION COMPANY'S Steam-ship MALWA, Captain A. W. ADAMSON, with Her Majesty's Mails, will be despatched from this for LONDON, vid BOMBAY and SUEZ CANAL, on TUESDAY, the 25th November, at 4 p.m. Cargo will be received on board until

0 a.m. on the day of sailing. Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing. Silk and Valuables for-Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed vid Bombay without transhipment, arriving one week later than by the ordinary direct

raute viá Colombo.. For further Particulars, regarding FREIGHT and PASSAGE, apply to the PENINBULAR & ORIENTAL STEAM NAVIGA-TION COMPANY'S Office. Hongkong. The Contents and Value of Puckages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading. Passengers desirous of insuring their baggage can do so on application at the Com-

N.B.—This Steamer takes Cargo and Passengers for Marseilles. - . A. MoIVER, Superintendent. Hongkong, November 14, 1884. 1923

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NOTICE TO SHIPPERS. Colonial Newspapers received at the office are regularly filed for the inspection of Advertisers and the Public.

HOTEL DE L'UNIVERS. WYNDHAM STERET, HONGKONG.

Public of Hongkong and the Coast CONSIGNEES of U 533 bags BROKEN Ports that he will RE-OPEN THE HOTEL DE L'UNIVERS on the 1st March

are ROOMS suitable for either MARRIED Chan King Kee COUPLES OF SINGLE PERSONS. The TABLE will be supplied with the Ewing, W. BEST the market can provide. The WINES and LIQUORS supplied, Fock Hing both at the Bar and Table will be of the VERY BEST BRANDS.

GEORGE STAINFIELD, Proprietor. Hongkong, February 28, 1884.

22, PRAYA CENTRAL.

CORK JACKETS,.... &c., &c., &c. Hongkong, May I, 1882.

SINGAPORE. THE Steamship Taisang having arrived THE KOWLOON FERRY. from the above Ports, Consignees of Cargo are hereby requested to send in STEAM-LAUNCH

their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods. Cargo impeding the discharge will be at once landed and stored at Consignees' effect from the 1st November, 1884. risk and expense.

JARDINE, MATHESON & Co., General Managers. Hongkong, November 11, 1884.

FROM GLASGOW, LONDON, PENANC AND SINGAPORE.

Through Bills of Lading issued for trans- THE S. S. Gleneagles having arrived from the above Ports, Consignees of Ports, to San Francisco, to Atlantic and Cargo by her are hereby informed that their Inland Cities of the United States, via Over- Goods-with the exception of Opium-are land Railways, to Havana, Trinidad, and | being landed at their risk into the Godowns Denierara, and to ports in Mexico, Central of the Undersigned, whence and/or from

> Optional Cargo will be forwarded unless notice to the contrary he given before Noon To-day. Cargo remaining undelivered after the 18th Instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co. Hongkong, November 12, 1884.

- Insurances.

THE STRAITS INSURANCE COM-PANY, LIMITED. IHE Undersigned having been appointed prepared to GRANT POLICIES on MARINE | nightly as at present.

RISKS to all parts of the World, at current ARNHOLD, KARBERG & Co. Hongkong, November 5, 1883.

NOTICE.

QUEEN FIRE INSURANCE COM-PANY.

THE Undersigned are prepared to accept L Risks on First Class Godowns at per cent. net premium per annum. NORTON & Co., Agents. Hongkong, May 19, 1881.

> LANCASHIRE INSURANCE COMPANY.

· (FIRE AND LIFE.)

CAPITAL .- Two MILLIONS STERLING. THE Undersigned are prepared to grant POLICIES against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms

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For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBERG & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1867. THE LONDON ASSURANCE. INCORPORATED BY ROYAL CHARTER OF

His Majesty King George The First, а. р. 1720. THE Undersigned having been appointed Agents for the above Corporation are

prepared to grant Insurances as follows :-Marine Department. Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Policies issued for long or short periods: current rates. Life Department. Policies issued for sums not exceeding

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£5,000 at reduced rates. HOLLIDAY, WISE & Co. Hongkong, July 25, 1872.

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INSURANCE COMPANY. THE Undersigned. Agents of the above L Company, are authorized to Insure against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1 1882. THE REPORT OF THE TRIAL OF LOGAN AT CANTON that appeared in the China Mail has been printed in PAM-PHLET FORM, and is now on Sale .-

Hongkong, October 3, 1883.

Price, 30 Cents.

Intimations.

THE Undersigned begs to notify the

The whole of the ROOMS have been Burns. H. NEWLY FURNISHED throughout, and there | Censio, Mr.

GENTLEMEN desirous of taking Meals, such as TIFFINS and DINNERS, can have ALL REQUISITE information by

WILLIAM DOLAN, SAIL-MAKER & SHIP-CHANDLER,

COTTON DUCKS, HEMP CANVAS MANILA ROPE, AMERICAN OAKUM, LIFE BUOYS, INDO-CHINA STEAM NAVIGATION

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MORNING STAR Runs Daily as a RERBY BOAT between Peddar's Wharf and Tsim-Tsa-Tsui at the following hours :- This Time Table will take

caves K'loon. Leaves H.K. Leaves K'loon. Leaves H.K. 6.00 A.M. 7.00 A.M. 6.00 A.M. 7.98 A.M. 9.00 , 10.15 , 12.30 р.м. 12.30 р.м.

NOWREADY.

PRICE, \$1.00. COMPARATIVE CHINESE FAMILY LAW

By E. H. PARKER. Can be obtained from Kelly & Walsh at Shanghai and Hongkong, at LANE, DRAWFORD & Co., Hongkong, and at the China Mail Office.

The Overland China Mail.

CUBSCRIBERS to The Overland China Mail will be glad to learn that arrangements have been made for publishing that Agents for the above Company are journal weekly in future instead of fort-

> has been made simply to keep pace with Illustrite West. the times. During the existing troubles in | Iron. the Far East it is also of special importance | Journal de St. Petersburg. that a weekly budget of China news should be prepared. Under the present arrangements political and commerical news, per- L'Avenir des Colonies. haps of the greatest interest, may be kept L'Epoca.
> back for a fortnight. The change will not La Chronique. only be welcomed by subscribers at home, but also by those at the Coast Ports and in the interior, who find the Overland a more convenient form of newspaper for their perusal than the daily journals. Practically the Overland will be in future a weekly Life of Our Lord. newspaper for the Far East, with special commercial news, and special tables of shipping and other information, complete for the week. The various reports and other Monitour des Consulsts.

news will be given fully as they appear in Morgenbladet. the China Mails As the subscription will remain the same as hitherto (83 per quarter), the change will be made without additional expense to Pictorial World. subscribers. Single copies will be sold for thirty cents, a reduction of 20 cents on the Revue de deux Mondes.

present price. The attention of advertisers is directed to a weekly newspaper, which is circulated among old China 'hands' and others, both at home and in the Far East, who do not take the daily journals.

The Overland China Mail will be regularly posted as hitherto from the China Mai Office to subscribers, on their addresses being forwarded to us.

China Mail Office. Hongkong, October 17, 1884.

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(Corrected Spelling.) San Tsun. Shai-wan. Shai-tsai Po Sham-shui Po. Shan-ki Wan. Chung Wan, Shek-o Shek Tong. Shek-tong Tsui. Heung-kong Tagi Sheung Wan, (Aberdeen). Shui-teing Wan. Hok-taui. Hok-taui Wan So-kon Po. Tai-kok Tani. Hok-un. Tai-long Ha. Tai-lung Kung, Tai-pang Mi. Tai-ping Shan. nang. Saigen, and other places frequented by Ka-sz Wan. Tai shek Kok. the Chinese, -consider themselves instified Kau-lung. Tri-tam said Tai-tam Tuk. Tai-wan. Tai-wong Kung. Tang-lung Chan. Test Testment Taim-sha Taui. Tso-pai Tsai To-kwa Wan. To-ti Wan Tung-wa (Hospital). Tung-lo Wan. while on the other it deserves every aid Ngan Ping. Un Chan.

> Wong-nai Chung. Sai-wan Teal. Yan-ma Ti Sai Ying pun. N.B.—Documents should not be dated Year of Knongen, which is the style of H. M. the Emperor of China, and is ci course inapplicable in a British Colony.

Wan-tsai.

Wong-kok Tsun.

Wong-ma Kok.

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